

ELECTRIC MOTOR AND ELECTRIC TYPE COMPRESSOR

BACKGROUND OF THE INVENTION

5 The present invention relates to an electric motor and to an electric type compressor, which is formed by integrating the electric motor with a compression mechanism.

 Japanese Unexamined Patent Publication No. 2003-56463 discloses this
10 type of electric type compressor, which is integrally provided with the electric motor, is used in a vehicle air conditioning apparatus. In the electric type compressor, a circular stator core for the electric motor is tightly fitted inside of a cylindrical housing by shrink fit and press fit. Since fixing the stator core by the tight fit is relatively simple and easy, cost of the electric type compressor is
15 lowered.

 However, if a housing made of aluminum is used to reduce the weight of the electric type compressor, since the thermal expansion coefficient of the housing is different from that of the stator core made of iron, degree of tightness
20 where the stator core is tightened by the housing is varied in accordance with temperature change of the electric type compressor. Note that thermal expansion coefficient of aluminum is larger than that of iron. The interference between the

housing and the stator core is predetermined in such a manner that the housing and the stator core are not loosened to each other even when the temperature of the electric type compressor becomes relatively high. Therefore, on the contrary, when the temperature of the electric type compressor becomes relatively low, the degree of tightness is excessively increased. Thereby, the housing and/or the stator core generate a crack.

SUMMARY OF THE INVENTION

10 The present invention is directed to an electric motor and an electric type compressor that prevent generation of inconvenience such as a crack even if a housing and a stator core expand or shrink so as to tightly fit each other due to difference in thermal expansion coefficient between the housing and the stator core.

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 The present invention has following features. An electric motor includes a housing and a circular stator. The housing has an inner circumferential surface. The housing also has a first predetermined thermal expansion coefficient. The housing further has an elastic part. The stator core is pressed to an inside of the housing by tight fit. The stator core has an outer circumferential surface. The stator core also has a second predetermined thermal expansion coefficient that is different from the first predetermined thermal expansion coefficient. A void is

defined between the inner circumferential surface and the outer circumferential surface so as to prevent the inner and the outer circumferential surfaces from contacting each other in a circular region. When the housing and the stator core expand or shrink so as to tightly fit each other due to a differential between the first and the second predetermined thermal expansion coefficients, the elastic part which corresponds to the void is elastically deformed.

BRIEF DESCRIPTION OF THE DRAWINGS

The features of the present invention that are believed to be novel are set forth with particularity in the appended claims. The invention, together with objects and advantages thereof, may best be understood by reference to the following description of the presently preferred embodiments together with the accompanying drawings in which:

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FIG. 1 is a longitudinal cross sectional view illustrating an electric type compressor according to a first preferred embodiment of the present invention;

FIG. 2 is a cross sectional view taken along line I-I of FIG. 1, a rotor and a rotary shaft being removed from the cross sectional view;

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FIG. 3 is a cross sectional view illustrating an electric type compressor

according to a second preferred embodiment of the present invention, a rotor and a rotary shaft being removed from the cross sectional view;

FIG. 4 is a cross sectional view illustrating an electric type compressor
5 according to a third preferred embodiment of the present invention, a rotor and a rotary shaft being removed from the cross sectional view;

FIG. 5 is a cross sectional view illustrating an electric type compressor
according to a fourth preferred embodiment of the present invention, a rotor and a
10 rotary shaft being removed from the cross sectional view;

FIG. 6 is a cross sectional view illustrating an electric type compressor
according to a fifth preferred embodiment of the present invention, a rotor and a
rotary shaft being removed from the cross sectional view;

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FIG. 7 is a cross sectional view illustrating an electric type compressor
according to a sixth preferred embodiment of the present invention, a rotor and a
rotary shaft being removed from the cross sectional view; and

20 FIG. 8 is a cross sectional view illustrating an electric type compressor
according to a seventh preferred embodiment of the present invention, a rotor
and a rotary shaft being removed from the cross sectional view.

DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

An electric type compressor for a vehicle air conditioning apparatus
5 according to a first preferred embodiment of the present invention will now be described with reference to FIGs. 1 and 2. In FIG. 1, a left side of the FIG. 1 is a front side of the compressor and a right side thereof is a rear side of the compressor.

10 To begin with, the outline of the electric type compressor is described. As shown in FIG. 1, a first housing component 11a is fixedly joined to a second housing component 11b to form the configuration of the compressor or a compressor housing 11. Thereby, an enclosed space 30 is defined in the compressor housing 11. The first housing component 11a has a cylindrical
15 circumferential wall 25 and a bottom at the rear side. The first housing component 11a is manufactured by die casting of aluminum. In the first embodiment, the aluminum includes aluminum alloy. Also, the second housing component 11b is in a cylindrical shape and has a cover at the front side. The second housing component 11b is also manufactured by die casting of the aluminum.

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The compressor housing 11, which is made of the aluminum, is more lightweight than a compressor housing made of iron. The electric type

compressor provided with the compressor housing 11 is suitable especially for installing on vehicles in order to improve fuel efficiency. Also, since the first and second housing components 11a and 11b are each manufactured by die casting, in comparison with a case that the first and second housing components 11a and 11b are each manufactured by press work, the shape of the compressor housing 11 has a large degree of freedom. Therefore, a pin for installing the electric type compressor on the vehicle, which is not shown in the drawings, is easily integrally formed with the compressor housing 11, that is, the first housing component 11a and/or the second housing component 11b. In this case, the number of parts of the electric type compressor is reduced.

In the enclosed space 30 of the compressor housing 11, a rotary shaft 13 is supported for rotation by a front bearing 22 and a rear bearing 23 in the first housing component 11a. A rotational central axis L of the rotary shaft 13 is a central axis of the electric type compressor. The circumferential wall 25 of the first housing component 11a has a cylindrical inner surface or an inner circumferential surface 25a whose center is located on the central axis L of the electric type compressor.

In the enclosed space 30 of the compressor housing 11, an electric motor M and a compression mechanism C are accommodated. The electric motor M is a DC brushless motor and includes a stator 12 and a rotor 14. The stator 12 is

fixed on the inner circumferential surface 25a of the circumferential wall 25 in the first housing component 11a. The rotor 14 is installed on the rotary shaft 13 so as to be surrounded by the stator 12. When electric power is supplied to a coil 15 of the stator 12, the electric motor M rotates the rotary shaft 13.

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In the enclosed space 30, a front space 30a and a rear space 30b are defined at the opposite sides in the direction of the axis L of the stator 12. That is, the front space 30a is defined between the stator 12 and the compression mechanism C, which is located at the front side of the stator 12. Also, the rear
10 space 30b is defined at the rear side of the stator 12. An inlet 18 is formed through the first housing component 11a so as to correspond to the rear space 30b. The inlet 18 is connected to a piping in an external refrigerant circuit, that is, an external piping 24. The inlet 18 serves as a mouth of the electric type compressor.

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The compression mechanism C is a scroll type and includes a fixed scroll 20 and a movable scroll 21. The movable scroll 21 is connected to the rotary shaft 13. The movable scroll 21 orbits relative to the fixed scroll 20 in accordance with the rotation of the rotary shaft 13 to compress a refrigerant gas. Therefore, when
20 the compression mechanism C is activated by driving the electric motor M, the refrigerant gas, whose temperature and pressure are relatively low, is drawn from the external refrigerant circuit to the compression mechanism C through the inlet

18, the rear space 30b, the electric motor M and the front space 30a. The temperature and pressure of the refrigerant gas, which has been drawn into the compression mechanism C, become relatively high by the compressive action of the compression mechanism C. The refrigerant gas, whose temperature and pressure are relatively high, is discharged from an outlet 19, which is formed through the second housing component 11b, to the external refrigerant circuit.

Furthermore, the refrigerant gas is circulated through the electric motor M between the external refrigerant circuit and the compression mechanism C. Therefore, the electric motor M is cooled by utilizing the refrigerant gas. Especially, since the refrigerant gas, whose pressure is relatively low in a refrigerating cycle, is circulated through the electric motor M, the electric motor M is effectively cooled.

Now, the structure and the operation of the electric motor M will be described. Referring to FIGs. 1 and 2, the stator 12 of the electric motor M includes the coil 15 and a stator core 16 around which the coil 15 is wound. The stator core 16 is formed by layering a plurality of silicone steel plates, which is formed by press work, in the direction of the axis L. In other words, thermal expansion coefficient of the stator core 16 is different from that of the compressor housing 11, which also serves as a housing of the electric motor M. Note that thermal expansion coefficient of the aluminum is larger than that of the silicone

steel. The stator core 16 includes a circular back yoke 16a whose center is located on the axis L. The stator core 16 also includes a plurality of teeth 16b that extends from the inner circumferential surface of the back yoke 16a inward. In the present embodiment, the number of the teeth 16b is six. In the stator core 16, the
5 coil 15 is intensively wound around the teeth 16b.

The stator 12 is fixed to the first housing component 11a by tightly fitting the stator core 16 to the inner circumferential surface 25a of the circumferential wall 25 of the first housing component 11a. The stator 12 is positioned to the first
10 housing component 11a by contacting the rear end surface of the stator core 16 with a step 25b formed at the rear side of the inner circumferential surface 25a of the circumferential wall 25.

In the present embodiment, the stator 12 is tightly fitted to the
15 circumferential wall 25 by shrink fit and press fit. Therefore, for example, if the inner circumferential surface 25a of the circumferential wall 25 and an outer circumferential surface 16c of the stator core 16 contact each other in a circular region or in circumference, since the thermal expansion coefficient of the circumferential wall 25 is different from that of the stator core 16, degree of
20 tightness where the stator core 16 is tightened by the circumferential wall 25 is varied in accordance with temperature change of the electric type compressor. The interference between the circumferential wall 25 and the stator core 16 is

predetermined in such a manner that the circumferential wall 25 and the stator core 16 are not loosened to each other even when the temperature of the electric type compressor becomes relatively high. Therefore, on the contrary, when the temperature of the electric type compressor becomes relatively low, the degree of
5 tightness is excessively increased. Thereby, the circumferential wall 25 and/or the stator core 16 may generate a crack.

In the present embodiment, the electric type compressor is structured as follows in such a manner that the circumferential wall 25 does not excessively
10 tightly fit around the stator core 16 even when the temperature of the electric type compressor becomes relatively low.

As shown in FIGs. 1 and 2, a void 32 is defined between the inner circumferential surface 25a of the circumferential wall 25 and the outer
15 circumferential surface 16c of the stator core 16, which are pressed to each other by the tight fit, so as to prevent the both circumferential surfaces 25a and 16c from contacting each other in the circular region, whose center is located on the axis L. Also, the void 32 extends along the direction of the axis L and interconnects the front space 30a with the rear space 30b in the enclosed space
20 30. The void 32 serves as a part of a suction gas passage.

As shown in FIG. 2, the number of the voids 32 is plural and a plurality of

the voids 32 is formed around the axis L of the stator core 16. In the present embodiment, the number of the voids 32 is six. Each void 32 is provided by forming a recess 17 in the outer circumferential surface 16c of the stator core 16. That is, each void 32 is a space formed between the associated recess 17 and
5 the circumferential wall 25. A plurality of protrusions 31, which is in the shape of prism, remains in the outer circumferential surface 16c of the stator core 16 by forming a plurality of recesses in the outer circumferential surface 16c.

In the outer circumferential surface 16c of the stator core 16, a distal end
10 surface 31a of each protrusion 31, which is an arched convex surface, is contacted with the inner circumferential surface 25a of the circumferential wall 25. The distal end surface 31a of the protrusion 31 of the stator core 16 and the inner circumferential surface 25a of the circumferential wall 25 are contacted with each other in a contact region. A contacting portion 33 includes the distal end surface
15 31a and the contact region of the inner circumferential surface 25a.

The plurality of protrusions 31 is arranged at intervals of an equal angle around the axis L. Therefore, the number of the contacting portions 33 is plural and a plurality of the contacting portions 33 is arranged at intervals of an equal
20 angle around the axis L of the stator core 16. In the present embodiment, the number of the contacting portions 33 is six. Therefore, pitch P between the contacting portions 33, which are located next to each other, are the same in

every part around the axis L. That is, the plurality of voids 32 is formed in such a manner that the contacting portions 33 between the circumferential wall 25 and the stator core 16 are arranged at intervals of an equal angle around the axis L of the stator core 16.

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Each recess 17 has a bottom surface in an arched shape. A region 17a is located at the opposite sides of the bottom surface in a circumferential direction of the stator core 16. In other words, the region 17a adjoins the protrusion 31 of the stator core 16 and exists in a first imaginary cylindrical surface S1, whose center
10 is located on the axis L of the stator core 16. In the middle of the bottom surface of each recess 17 in the circumferential direction of the stator core 16, a thinned portion 17b is formed in the shape of a concave surface so as to cave the first imaginary cylindrical surface S1.

15 The thinned portion 17b is located near the proximal end of the teeth 16b where a magnetic flux density is relatively lowered in the stator core 16. The object of the thinned portion 17b is mainly to reduce the weight of the stator core 16. Since the thinned portion 17b is formed in the bottom surface of the recess 17, a cross sectional area of the void 32 in a perpendicular plane to the axis L,
20 through which suction refrigerant gas passes, is increased. Therefore, efficiency of intake of the compression mechanism C and cooling efficiency of the electric motor M are improved.

As described above, the inner circumferential surface 25a of the circumferential wall 25 is contacted with the outer circumferential surface 16c of the stator core 16 in the contact region. That is, the inner circumferential surface 25a of the circumferential wall 25 is contacted with the distal end surface 31a of the protrusion 31 in the contacting portion 33. The contact region exists in a second imaginary cylindrical surface S2, whose center is also located on the axis L. The second imaginary cylindrical surface S2 has the same length as the stator core 16 in the direction of the axis L. The radial differential between the second imaginary cylindrical surface S2 and the first imaginary cylindrical surface S1, that is, the height of the protrusion 31 that protrudes from the first imaginary cylindrical surface S1, is predetermined in such a manner that a ratio of the radial differential to the radius of the second imaginary cylindrical surface S2 is approximately 5/1000 to 15/1000. The electric type compressor according to the present embodiment is set in such a manner that the radius of the second imaginary cylindrical surface S2 is approximately 50 mm. Therefore, the height of the protrusion 31 is approximately 0.25 mm to 0.75 mm. Note that the height of the protrusion 31 is exaggeratedly shown in FIGs. 1 and 2.

In the second imaginary cylindrical surface S2, the inner circumferential surface 25a of the circumferential wall 25 and the outer circumferential surface 16c of the stator core 16 contact each other in the contact region, which has a

first predetermined area. Also, the inner circumferential surface 25a of the circumferential wall 25 and the outer circumferential surface 16c of the stator core 16 do not contact each other in a non-contact region, which has a second predetermined area. The void 32 is formed in such a manner that the first
5 predetermined area becomes smaller than the second predetermined area. In the present embodiment, specifically, in the second imaginary cylindrical surface S2, a ratio of the first predetermined area to the total area of the first predetermined area and the second predetermined area is 30% or less than 30%.

10 According to the first preferred embodiment of the present invention, the following effects are obtained.

(1) The void 32 is defined between the inner circumferential surface 25a of the circumferential wall 25 of the first housing component 11a and the outer
15 circumferential surface 16c of the stator core 16 so as to prevent the both circumferential surfaces 25a and 16c from contacting each other in the circular region. Therefore, when the temperature of the electric type compressor becomes relatively low, if the circumferential wall 25 made of the aluminum and the stator core 16 made of silicone steel shrink so as to tightly fit each other due
20 to the difference in thermal expansion coefficient between the circumferential wall 25 and the stator core 16, an elastic part 25d of the circumferential wall 25 which corresponds to the void 32 is elastically deformed toward the void 32 as a leaf

spring is done. The elastic part 25d has a curved tabular shape. The elastic deformation of the elastic part 25d absorbs the difference in shrinkage between the circumferential wall 25 and the stator core 16, thereby preventing the circumferential wall 25 from excessively tightly fitting the stator core 16. Thus, the generation of the crack of the circumferential wall 25 and/or the stator core 16 is prevented. As a result, the durability of the electric type compressor is improved.

(2) A plurality of the voids 32 is provided around the axis L of the stator core 16. That is, in the circumferential wall 25 of the compressor housing 11, a plurality of the elastic parts 25d is arranged around the axis L of the stator core 16. Therefore, when the temperature of the electric type compressor becomes relatively low, if the circumferential wall 25 and the stator core 16 shrink so as to tightly fit each other, the circumferential wall 25 is elastically deformed so as to share between a plurality of the elastic parts 25d. Therefore, for example, in comparison with a case that the number of the voids 32 is only one, namely, a case that the circumferential wall 25 is intensively elastically deformed at one elastic part 25d, a plurality of the voids 32 securely prevents the circumferential wall 25 from excessively fitting the stator core 16. Furthermore, damage of the circumferential wall 25 or the compressor housing 11, which is caused by the excessive deformation of a part of the circumferential wall 25 or one elastic part 25d, is also prevented.

(3) The number of the voids 32, which is provided around the axis L of the stator core 16, is three or more than three. That is, the circumferential wall 25 of the compressor housing 11 and the stator core 16 are contacted with each other around the axis L of the stator core 16 at three spots or more than three spots.

5 Therefore, the number of the contacting portions 33, where the stator core 16 is supported by the circumferential wall 25, is three or more than three, and such contacting portions 33 are arranged around the axis L of the stator core 16. Since the stator core 16 is supported by the circumferential wall 25 at three spots or more than three spots, for example, in comparison with a case that the number of

10 the voids 32 is two, namely, a case that the number of the contacting portions 33 between the circumferential wall 25 and the stator core 16 is two around the axis L, the stator core 16 is steadily supported by the circumferential wall 25.

Accordingly, when the electric type compressor is manufactured, the axis

15 L of the stator core 16 and the axis L of the circumferential wall 25 are easily conformed to each other. For example, when the rotary shaft 13 is installed on the compressor housing 11 through the front bearing 22 and the rear bearing 23, the rotor 14, which is installed on the rotary shaft 13, is hardly interfered with the stator core 16. Thus, the electric type compressor is easily manufactured.

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(4) The contacting portions 33 between the circumferential wall 25 of the compressor housing 11 and the stator core 16 are arranged at intervals of an

equal angle around the axis L. Therefore, in comparison with a case that the contacting portions 33 are arranged at intervals of an unequal angle around the axis L, the stator core 16 is steadily supported by the circumferential wall 25. Furthermore, even if the circumferential wall 25 and the stator core 16 shrink so
5 as to tightly fit each other due to thermal effect, each elastic part 25d is equally elastically deformed. Thereby, damage of the circumferential wall 25, which is caused by the excessive deformation of a part of the elastic parts 25d or one elastic part 25d, is securely prevented.

10 (5) The void 32 is provided by forming the recess 17 in the outer circumferential surface 16c of the stator core 16. Therefore, if the present embodiment of the present invention is applied to an electric type compressor according to a prior art, the void 32 is simply formed by changing a part of the shape of an existing press die for manufacturing a stator core.

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(6) The height of the protrusion 31 that extends from the first imaginary cylindrical surface S1 is set in such a manner that a ratio of the height of the protrusion 31 to the radius of the second imaginary cylindrical surface S2 is approximately 5/1000 to 15/1000. Therefore, increase of the size of the electric
20 type compressor and deterioration of the efficiency of the electric motor M are prevented. In addition, in the circumferential wall 25, the elastic part 25d is securely elastically deformed. Thus, the prevention is compatible with the elastic

deformation at relatively high level.

In other words, in order to prevent the deterioration of the efficiency of the electric motor M while preventing the increase of the diameter of the stator core 5 16, which increases the size of the electric type compressor, radial differential between the second imaginary cylindrical surface S2 and the first imaginary cylindrical surface S1 requires reducing. Thereby, the depth of the recess 17, which is a cause of magnetic saturation, requires reducing. Specifically, the depth of the recess 17 other than the thinned portion 17b, or the depth of the region 17a, 10 requires reducing. On the other hand, in order to securely elastically deform the elastic part 25d of the circumferential wall 25, the radial differential or the height of the protrusion 31 that protrudes from the first imaginary cylindrical surface S1 requires increasing. Thereby, a space for permitting the elastic deformation of the circumferential wall 25 requires securing a predetermined volume. In other words, 15 the depth of the recess 17 requires securing a predetermined length. To fulfill the suitable balance between the reduction and the securement of the depth of the recess 17, as described above, the ratio of the height of the protrusion 31 to the radius of the second imaginary cylindrical surface S2 is preferably approximately in a range of 5/1000 to 15/1000.

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(7) In the second imaginary cylindrical surface S2, as described above, the contact region where the inner circumferential surface 25a of the circumferential

wall 25 contacts the outer circumferential surface 16c of the stator core 16 has the first predetermined area. Also, the non-contact region where the inner circumferential surface 25a of the circumferential wall 25 does not contact the outer circumferential surface 16c of the stator core 16 has the second
5 predetermined area. The void 32 is formed between the inner circumferential surface 25a of the circumferential wall 25 and the outer circumferential surface 16c of the stator core 16 in such a manner that the first predetermined area becomes smaller than the second predetermined area. Thus, since the first predetermined area of the contact region is set to be relatively small, in the
10 circumferential wall 25, the elastic part 25d is secured in a relatively large region of the circumferential wall 25. Therefore, the elastic deformation of the elastic part 25d is effectively performed. Thereby, excessively tightening the stator core 16 is securely prevented. As a result, generation of inconvenience such as the crack is securely prevented. Specifically, in the second imaginary cylindrical surface S2,
15 setting the ratio of the first predetermined area to the total area of the first predetermined area and the second predetermined area to be 30% or less than 30% securely prevents the circumferential wall 25 from excessively tightening the stator core 16.

20 (8) The inlet 18 and the compression mechanism C are in communication with a suction refrigerant gas passage. The void 32 forms a part of the suction refrigerant gas passage. Therefore, the electric motor M is effectively cooled by

suction refrigerant gas in relatively low temperature, which passes through the void 32. Thereby, deterioration of the efficiency of the electric type compressor caused by the raise of the temperature of the electric motor M is prevented.

- 5 (9) The void 32 serves as a part of the suction refrigerant gas passage mainly because of the thinned portion 17b formed in the stator core 16, which occupies a relatively large part of the cross sectional area of the void 32. If the void 32 is provided by forming a recess only at the side of the inner circumferential surface 25a of the circumferential wall 25, in order to secure the
- 10 cross sectional area for passing the refrigerant gas, which corresponds to the thinned portion 17b, the diameter of the circumferential wall 25 requires increasing. Thereby, the size of the electric type compressor is increased.

However, in the present embodiment where the void 32 is provided by

15 forming the recess 17 in the outer circumferential surface 16c of the stator core 16, the thinned portion 17b is formed so as to correspond to the teeth 16b of the stator core 16. In other words, the thinned portion 17b is formed so as not to generate the magnetic saturation. Thereby, the thinned portion 17b does not increase the diameter of the stator core 16. Namely, the size of the electric type

20 compressor is not increased. Meanwhile, since the stator core 16 is structured in such a manner that the coil 15 is intensively wound around the teeth 16b, even if the thinned portion 17b is formed so as to correspond to the teeth 16b of the

stator core 16, the magnetic saturation does not generate. However, if the stator core 16 is structured in such a manner that the coil 15 is distributively wound around the teeth 16b, the magnetic saturation may generate by forming the thinned portion 17b in the stator core 16. Therefore, in order to prevent the
5 generation of the magnetic saturation, the diameter of the stator core 16 requires increasing by a radial length of the thinned portion 17b.

That is, in the electric type compressor provided with the electric motor M where the coil 15 is intensively wound around the teeth 16b, the void 32 is
10 provided by forming the recess 17 in the outer circumferential surface 16c of the stator core 16. Thereby, the void 32 also serves as a part of the suction refrigerant gas passage without increasing the size of the electric type compressor.

15 An electric type compressor for a vehicle air conditioning apparatus according to a second preferred embodiment of the present invention will now be described with reference to FIG. 3. In the second embodiment, only different aspects from the first embodiment are described. Identical reference numerals to the first embodiment are applied to the same or corresponding members in the
20 second embodiment and overlapped description is omitted. In the present embodiment, in comparison with the first embodiment, the teeth 16b of the stator core 16 of the electric motor M are relatively compact and the number of the teeth

16b is increased. Specifically, in the present embodiment, the number of the teeth 16b is twenty-four. In the present embodiment, the stator core 16 is structured in such a manner that the coil 15 is distributively wound around the teeth 16b of the stator core 16. Such structured electric motor M that the coil 15 is distributively wound around the teeth 16b is more noiseless than the electric motor M, where the coil 15 is intensively wound around the teeth 16b.

Also, in the present embodiment, the void 32 is provided not by forming a recess 36 in the outer circumferential surface 16c of the stator core 16 but by forming the recess 36 in the inner circumferential surface 25a of the circumferential wall 25. The number of the recesses 36 is plural and the recesses 36 are formed around the axis L at intervals of an equal angle. In the present embodiment, the number of the recesses 36 is six. Each recess 36 extends along the direction of the axis L in the enclosed space 30 of the compressor housing 11 and is formed so as to become larger than the total length in the direction of the axis L of the stator core 16. Thereby, the recess 36 interconnects the front space 30a with the rear space 30b.

A plurality of protrusions 37 remains in the inner circumferential surface 25a of the circumferential wall 25 by forming a plurality of the recesses 36 in the inner circumferential surface 25a. A distal end surface 37a of each protrusion 37, which is in the shape of an arched concave surface, is contacted with a cylindrical

outer surface of the stator core 16 or the outer circumferential surface 16c in a contact region. The contacting portion 33 includes the distal end surface 37a and the contact region of the outer circumferential surface 16c. A bottom surface 36a of each recess 36 is as a whole in the shape of a curved concave surface.

5 Therefore, the inner circumferential surface 25a of the circumferential wall 25 is waved-shaped in the circumferential direction of the stator core 16, and the elastic part 25d of the circumferential wall 25 is thinner than a part of the circumferential wall 25, which corresponds to the contacting portion 33.

10 In the second embodiment, the above-described effects (1) ~ (4), (7), (8) are substantially obtained. In addition, the following effects are also obtained.

(10) The void 32 is provided by forming the recess 36 in the inner circumferential surface 25a of the circumferential wall 25 of the first housing component 11a. Therefore, when the present embodiment is applied to the electric type compressor according to the prior art, the void 32 is simply provided by changing a part of the shape of an existing die for manufacturing the first housing component 11a.

20 (11) In the present embodiment where the stator core 16 is structured in such a manner that the coil 15 is distributively wound around the teeth 16b, if a recess similar to the recess 17 of the first embodiment is formed in the outer

circumferential surface 16c of the stator core 16, the magnetic saturation may generate. Therefore, in order to prevent the generation of the magnetic saturation, the diameter of the stator core 16 requires increasing by the length of the recess 17 in the radial direction of the stator core 16 or the depth of the recess 17. In the present embodiment, however, since the void 32 is provided by forming the recess 36 in the inner circumferential surface 25a of the circumferential wall 25, for example, in comparison with a case that the void 32 is provided by forming the recess 17 in the outer circumferential surface 16c of the stator core 16, the diameter of the stator core 16 is reduced. That is, the size of the electric motor M is reduced.

An electric type compressor for a vehicle air conditioning apparatus according to a third preferred embodiment of the present invention will now be described with reference to FIG. 4. In the third embodiment, only different aspects from the second embodiment are described. Identical reference numerals to the second embodiment are applied to the same or corresponding members in the third embodiment and overlapped description is omitted. In the present embodiment, the number of the voids 32, which are provided around the axis L, is three.

That is, the circumferential wall 25 of the compressor housing 11 and the stator core 16 are contacted with each other at three spots around the axis L of

the stator core 16. Therefore, the number of the contacting portions 33 where the stator core 16 is supported by the circumferential wall 25 around the axis L of the stator core 16 is three.

5 In the present embodiment, the recess 36, which is formed in the inner circumferential surface 25a of the circumferential wall 25, is formed by expanding the elastic part 25d outwardly in the radial direction of the circumferential wall 25. Therefore, an outer circumferential surface 25c of the circumferential wall 25 is waved-shaped in the circumferential direction of the stator core 16 similarly to the
10 inner circumferential surface 25a, and is different from an outer circumferential surface of the circumferential wall 25 of the above-described second embodiment, which forms a circumferential surface. That is, the circumferential wall 25 is waved-shaped in the circumferential direction of the stator core 16 so as to maintain a substantially uniform thickness, and is formed in such a manner that
15 the thickness of the part of the circumferential wall 25, which corresponds to the contacting portion 33, becomes equal to the thickness of the elastic part 25d.

An electric type compressor for a vehicle air conditioning apparatus according to a fourth preferred embodiment of the present invention will now be
20 described with reference to FIG. 5. In the fourth embodiment, only different aspects from the third embodiment are described. Identical reference numerals to the third embodiment are applied to the same or corresponding members in the

fourth embodiment and overlapped description is omitted. In the present embodiment, the number of the voids 32, which are provided around the axis L, is four.

5 That is, the circumferential wall 25 of the compressor housing 11 and the stator core 16 are contacted with each other at four spots around the axis L of the stator core 16. Therefore, the number of the contacting portions 33 where the stator core 16 is supported by the circumferential wall 25 around the axis L of the stator core 16 is four.

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 An electric type compressor for a vehicle air conditioning apparatus according to a fifth preferred embodiment of the present invention will now be described with reference to FIG. 6. In the fifth embodiment, only different aspects from the third embodiment are described. Identical reference numerals to the
15 third embodiment are applied to the same or corresponding members in the fifth embodiment and overlapped description is omitted. In the present embodiment, the number of the voids 32, which are provided around the axis L, is five.

 That is, the circumferential wall 25 of the compressor housing 11 and the
20 stator core 16 are contacted with each other at five spots around the axis L of the stator core 16. Therefore, the number of the contacting portions 33 where the stator core 16 is supported by the circumferential wall 25 around the axis L of the

stator core 16 is five.

In the third, fourth and fifth embodiments, the above-described effects (1) ~ (4), (7), (8), (10), (11) are substantially obtained. In addition, the following effects are also obtained.

(12) The recess 36 of the inner circumferential surface 25a of the circumferential wall 25 is formed by expanding the elastic part 25d of the circumferential wall 25 outwardly in the radial direction of the stator core 16. Therefore, the circumferential wall 25 is formed in the shape of a wave in the circumferential direction of the stator core 16 so as to maintain a substantially uniform thickness by the outward expansion of the elastic part 25d in the radial direction of the stator core 16. Thereby, for example, in comparison with a case that the recess 36 is formed in the inner circumferential surface 25a of the circumferential wall 25 in such a manner that the elastic part 25d becomes thinner than the part of the circumferential wall 25, which corresponds to the contacting portion 33, rigidity of the circumferential wall 25, that is, rigidity of the first housing component 11a is enhanced. Thus, durability of the electric type compressor is improved.

(13) In the circumferential wall 25, the number of spots where the elastic part 25d is expanded outwardly in the radial direction of the stator core 16 around the

axis L is five or less than five. Therefore, even if the circumferential wall 25 and the stator core 16 shrink so as to tightly fit each other due to thermal effect, such a small number of spots prevents the circumferential wall 25 from excessively tightly fitting the stator core 16.

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That is, when the circumferential wall 25 is expanded outwardly, in comparison with a case that the circumferential wall 25 is not expanded outwardly, the rigidity of the circumferential wall 25 is lowered. Besides, for example, if the number of spots where the elastic parts 25d or the voids 32 is provided around
10 the axis L of the stator core 16 is six or more than six, and if six or more than six in the plurality of elastic parts 25d are respectively expanded outwardly in the radial direction of the stator core 16, the rigidity of the circumferential wall 25 is excessively enhanced. At this time, each elastic part 25d is hardly elastically deformed. Therefore, if the circumferential wall 25 and the stator core 16 shrink
15 so as to tightly fit each other due to thermal effect, the circumferential wall 25 excessively tightly fit the stator core 16 because of such a great number of spots.

An electric type compressor for a vehicle air conditioning apparatus according to a sixth preferred embodiment of the present invention will now be
20 described with reference to FIG. 7. In the sixth embodiment, only different aspects from the fourth embodiment are described. Identical reference numerals to the fourth embodiment are applied to the same or corresponding members in

the sixth embodiment and overlapped description is omitted. Note that in the fourth embodiment the number of voids 32 is four.

In the present embodiment, a first void element 32a is provided between
5 the circumferential wall 25 and the stator core 16 by forming the recess 36 in the inner circumferential surface 25a of the circumferential wall 25. The recess 36 is formed by outwardly expanding a part of the elastic part 25d of the circumferential wall 25, which corresponds to the recess 36, in the radial direction of the stator core 16. A second void element 32b is also provided between the circumferential
10 wall 25 and the stator core 16 by forming the recess 17 in the outer circumferential surface 16c of the stator core 16. Note that in the present embodiment the thinned portion 17b of the first embodiment, which is shown in FIG. 2, is eliminated from the recess 17.

15 The recess 17 of the stator core 16 is set to be longer in the circumferential direction of the stator core 16 than the recess 36 of the circumferential wall 25. The recess 36 is arranged in such a manner that an opening of the recess 36 faces a part of the recess 17. Therefore, the first void element 32a, which is provided by the recess 36, is connected to the second void
20 element 32b so as to expand a part of the second void element 32b, which is provided by the recess 17, outwardly in the radial direction of the stator core 16. That is, the void 32 includes the first void element 32a and the second void

element 32b.

As shown in FIG. 7, each void 32 adjoins two of the voids 32. Each void 32 is provided in such a manner that the void 32 and one of the voids 32, which is
5 adjoined to the void 32, are approached to each other between the respective first void elements 32a. Therefore, each void 32 is provided in such a manner that the void 32 and the other void 32, which is adjoined to the void 32, are kept from each other by a relatively large distance in the circumferential direction of the stator core 16 between the first void elements 32a. Thereby, in the waved-shape of the
10 circumferential wall 25 in the circumferential direction of the stator core 16, which is formed by the outward expansion of a plurality of the elastic parts 25d, a vertex of each wave is arranged at intervals of an unequal angle around the axis L.

In the present embodiment, the above-described effects (1) ~ (8), (10),
15 (12), (13) are substantially obtained. In addition, the following effects are also obtained.

(14) Each void 32 includes the first void element 32a, which is provided by the recess 36 formed by expanding the part of the elastic part 25d outwardly in the
20 radial direction of the stator 16, and the second void element 32b, which is provided by forming the recess 17 in the outer circumferential surface 16c of the stator 16. Therefore, in order to fulfill a predetermined property of an elastic

deformation of the elastic part 25d, the elastic part 25d as a whole does not require expanding outwardly in the radial direction of the stator core 16. Thereby, for example, a demand for suppressing unevenness of a configuration of the electric type compressor, specifically, a demand for suppressing waves of the shape of the outer circumferential surface 25c of the circumferential wall 25 is fulfilled. In addition, the partial expansion of the circumferential wall 25 prevents the rigidity of the circumferential wall 25 from excessively reducing by the outward expansion of the circumferential wall 25. Furthermore, the predetermined property of the elastic deformation of the elastic part 25d is fulfilled. Thus, appropriate tightening force is obtained.

An electric type compressor for a vehicle air conditioning apparatus according to a seventh preferred embodiment of the present invention will now be described with reference to FIG. 8. In the seventh embodiment, only different aspects from the sixth embodiment are described. Identical reference numerals to the sixth embodiment are applied to the same or corresponding members in the seventh embodiment and overlapped description is omitted.

In the present embodiment, a plurality of recesses 17 is set in such a manner that length in the circumferential direction of some of the recesses 17 becomes smaller than that of the other recesses 17. In FIG. 8, the number of the recesses 17, which is formed in the stator core 16, is four, and two of the

recesses 17 in the four recesses 17 are smaller in length in the circumferential direction than the other two recesses 17. Therefore, the protrusion 31 of the stator core 16, that is, the contacting portion 33 between the circumferential wall 25 and the stator core 16 is arranged at intervals of an unequal angle around the axis L. Thereby, some of the pitches P between the contacting portions 33, which are located next to each other, is different from the other pitches P. In FIG. 8, pitches P1 are larger than pitches P2. In this case, in comparison with the elastic part 25d, whose pitch P1 between the contacting portions 33 is relatively large, it is difficult that the elastic part 25d, whose pitch P2 between the contacting portions 33 is relatively small, elastically deforms.

In the present embodiment, the above-described effects (1) ~ (3), (5) ~ (8), (10), (12) ~ (14) are substantially obtained. In addition, the following effects are also obtained.

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(15) A plurality of the recesses 32 is set in such a manner that the plurality of contacting portions 33 between the circumferential wall 25 and the stator core 16 is arranged at intervals of an unequal angle around the axis L. Therefore, if the circumferential wall 25 and the stator core 16 shrink so as to tightly fit each other due to thermal effect, an amount of elastic deformation of the plurality of elastic parts 25d becomes unequal. In this case, however, in the plurality of elastic parts 25d some of the elastic parts 25d have different spring constant from the other

elastic parts 25d. Namely, some of the elastic parts 25d have different natural frequency from the other elastic parts 25d. Therefore, the difference between the natural frequencies of the elastic parts 25d prevents all the elastic parts 25d from simultaneously resonating due to the vibration of the stator core 16. Thereby,
5 generation of the vibration and noise of the electric type compressor caused by the resonance is reduced.

In the present invention, following alternative embodiments are also practiced.

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In the above-described embodiments, the compressor housing 11 or the circumferential wall 25 is made of the aluminum and the stator core 16 is made of silicone steel, whose thermal expansion coefficient is different from that of the aluminum. In alternative embodiments to the above-described embodiments, the
15 compressor housing 11, whose thermal expansion coefficient is different from the stator core 16, is made of metallic material other than the aluminum. For example, the compressor housing 11 is made of resin material.

In the above-described embodiments, the thermal expansion coefficient
20 of the compressor housing 11 or the circumferential wall 25 is differentiated from that of the stator core 16 in such a manner that when the temperature of the electric type compressor becomes relatively low, the compressor housing 11 and

the stator core 16 shrink so as to tightly fit each other. That is, the thermal expansion coefficient of the compressor housing 11 is larger than that of the stator core 16. In alternative embodiments to the above-described embodiments, the thermal expansion coefficient of the compressor housing 11 is differentiated
5 from that of the stator core 16 in such a manner that when the temperature of the electric type compressor becomes relatively high, the compressor housing 11 and the stator core 16 expand so as to tightly fit each other. That is, the compressor housing 11 is made of the material whose thermal expansion coefficient is smaller than that of the stator core 16.

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In the first and second embodiments, the number of the voids 32 is six. In the third embodiment, the number of the voids 32 is three. In the fourth, sixth and seventh embodiments, the number of the voids 32 is four. In the fifth embodiment, the number of the voids 32 is five. However, the number of the voids 32 is not
15 limited to three through six. In alternative embodiments to the above-described embodiments, the number of the voids 32 is one, two, seven or more than seven.

In the first embodiment to the fifth embodiment, a plurality of the voids 32 is provided in such a manner that the contacting portions 33 between the
20 circumferential wall 25 and the stator core 16 are arranged at intervals of an equal angle around the axis L. In alternative embodiments to the first embodiment through the fifth embodiment, the plurality of voids 32 is provided in such a

manner that the contacting portions 33 between the circumferential wall 25 and the stator core 16 are arranged at intervals of an unequal angle around the axis L. In this case, the above-described effect (15) is substantially obtained.

5 In the second embodiment to the seventh embodiment, the coil 15 is distributively wound around the teeth 16b. In alternative embodiments to the second embodiment through the seventh embodiment, the coil 15 is intensively wound around the teeth 16b.

10 In the sixth and seventh embodiments, the first void element 32a, which is provided by forming the recess 36 in the inner circumferential surface 25a of the circumferential wall 25, and the second void element 32b, which is provided by forming the recess 17 in the outer circumferential surface 16c of the stator core 16, are connected to each other in the radial direction of the stator core 16.

15 Thereby, one void 32 is formed. In alternative embodiments to the sixth and seventh embodiments, however, the first void element 32a, which is provided by forming the recess 36 in the inner circumferential surface 25a of the circumferential wall 25, and the second void element 32b, which is provided by forming the recess 17 in the outer circumferential surface 16c of the stator core

20 16, are separated from each other in the radial direction of the stator core 16. Thereby, the first void element 32a and the second void element 32b are each individually formed. That is, in this case, the number of voids 32, which is

provided around the axis L of the stator core 16, is eight.

In alternative embodiments to the above-described embodiments, the compression mechanism C is changed to a compression mechanism other than a scroll type. For example, the compression mechanism C is changed to a piston
5 type, a vane type and a helical type.

The above-described embodiments of the present invention are applied to the electric type compressor, which serves as an electric machine, formed by
10 integrating the electric motor with the compression mechanism C, which serves as a rotary machine. In alternative embodiments to the above-described embodiments, however, the present invention is merely applied to an electric motor.

15 Therefore, the present examples and embodiments are to be considered as illustrative and not restrictive and the invention is not to be limited to the details given herein but may be modified within the scope of the appended claims.